REMARKS/ARGUMENTS

Favorable reconsideration of the present application is respectfully requested.

The bases for the amendments to Claims 34 and 41 are believed to be evident from the figures.

Claims 34-36 and 40 were rejected under 35 U.S.C. §102 as being anticipated by Stanford. Claims 34-37, 40-43 and 47 were rejected under 35 U.S.C. §102 as being anticipated by Schutt et al. Claims 41-44 and 47 were rejected under 35 U.S.C. §102 as being anticipated by Jackson. Additionally, Claims 34-37 and 40 were rejected under 35 U.S.C. §103 as being obvious over Jackson, and Claims 38-39 and 45-46 were rejected under 35 U.S.C. §103 as being obvious over Stanford or Schutt et al or Jackson.

Applicants had previously argued that the present invention is directed to a system for reducing wave induced motion of a stationary body floating on the water. Stationary floating bodies, such as a floating parking lot, a stationary platform ship or a floating bridge, are designed for stability when moored at one location and so have substantially vertical side surfaces. This may be contrasted with boats or ships which are also designed to float but are otherwise unrelated to stationary floating bodies, since they are instead designed to move efficiently when propelled through the water and have streamlined tapered sides for efficient movement.

However, while the shape of a stationary floating body normally promotes stability when moored, its flat vertical sides are particularly susceptible to wave induced oscillations and so a need exists to reduce such wave induced motion in a stationary floating body. According to the invention, such wave induced oscillations of the stationary floating body are reduced by a plumb plate or plate member which is provided at the substantially vertical side surface of the floating main body and is separated from the floating main body by a specific distance while extending substantially parallel to the substantially vertical side surface of the

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main body to a point below the lowermost bottom surface of the floating main body (Claim 34), or one that has an upper edge oriented at substantially the same level as the lowermost bottom surface of the floating main body and substantially parallel to the lowermost bottom surface of the floating main body (Claim 41).
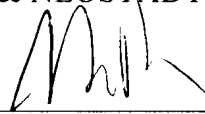
Instead, the side surfaces of the ship in <u>Stanford</u> are sloped for streamlined motion through the water; <u>Schutt et al</u> is directed to a boat having sloped surfaces for streamlined propulsion through the water; and the stabilizer of <u>Jackson</u> is attached to a small boat having sharply sloped sides for streamlined and efficient propulsion through the water.

According to the Office Action, this prior art was applied against Claims 34-47 because they do not sufficiently recite structure distinguishing over the prior art. Accordingly, the claims have been amended to further recite that the floating main body has a rectangular vertical side surface; that the bottom surface is horizontal; that the plumb plate or plate member is separated at a distance from such a side surface of the floating main body; that the distance between the lower edge of the side surface of the floating main body and the upper edge of the plumb plate or plate member is constant; and that the length of the upper edge of the plumb plate or plate member is substantially the same as the length of the lower edge of the side surface of the floating main body. These represent structural limitations that are not taught by <u>Stanford</u>, <u>Schutt et al</u> or <u>Jackson</u>.

Applicants therefore believe that the present application is in a condition for

allowance and respectfully solicit an early notice of allowability.

Respectfully submitted,

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